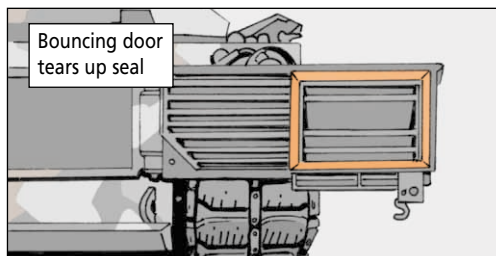


Checking your tank's engine exhaust seal is a monthly check, crewmen. But what you do after the check can make or break the seal.

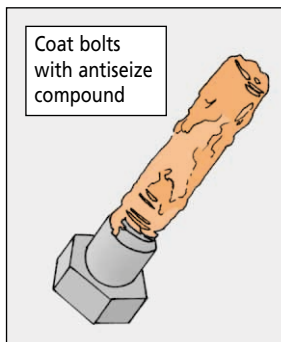
After closing the exhaust grille doors, you need to secure them in place with two bolts and J-hooks. The bolts are supposed to be torqued to 295-350 lb-ft. Since crewmen don't have a torque wrench, a mechanic should do the job.

Unfortunately, some crewmen tighten the bolts anyhow. When the bolts come loose, the grille doors bounce up and down and tear the seal. Then you have to call in a mechanic to replace it.

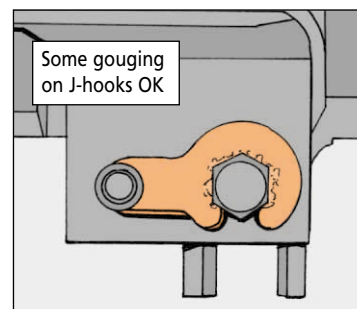


So do the job right the first time and ask your mechanic to torque those bolts.

Mechanics, before you do, make sure you coat the bolt threads with antiseize compound, NSN 8030-00-597-5367. That makes the bolts easier to remove next time.



Also, you may notice a little gouging on the surface of the J-hooks as you torque down the bolts. The J-hooks are made from a lower-grade steel, so gouging is common.

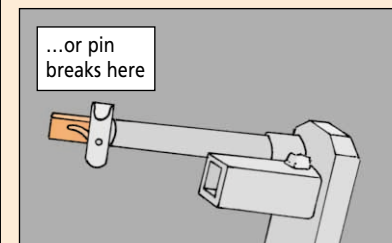
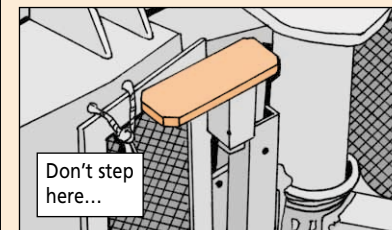


Don't let it stop you from tightening the bolts to the proper torque, though. Replacing a J-hook is a lot cheaper than buying a new grille door or exhaust seal.



A tank loader's seat adjuster is good for only one thing—to adjust the loader's seat.

It may look like a good step when getting in or out of your tank, but guess what? Your weight will strip and break the seat adjuster's pin, NSN 5315-01-285-4536.



So use the seat adjuster for its intended purpose and keep your big feet off!